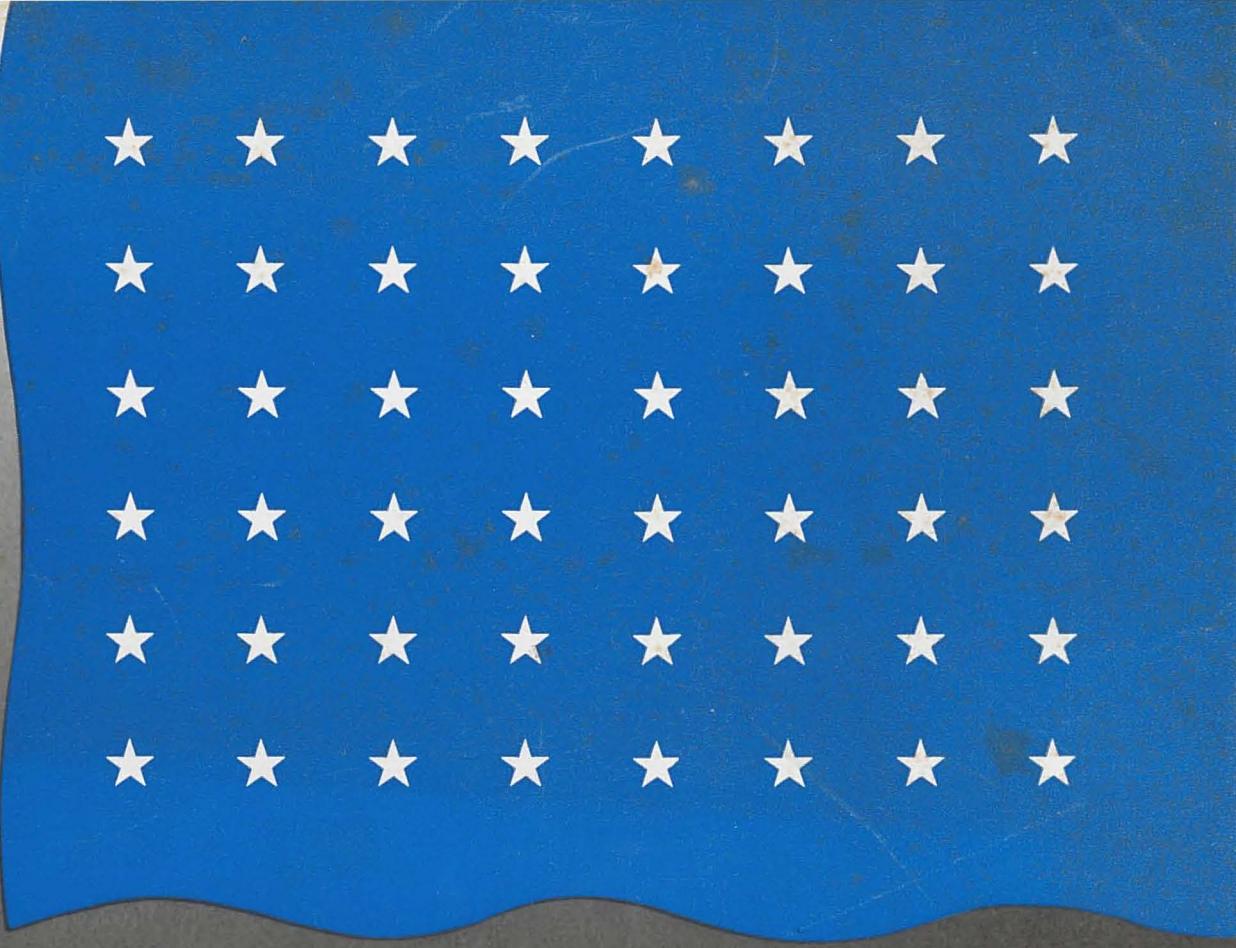


P
Vm
301
pam

Your ★ job in a shipyard



Bethlehem Steel Company, Shipbuilding Division, offers the prospective employee a good-paying job, new opportunity and the chance to play a role in helping our fighting men to achieve a speedy and complete victory.

Your job in a Bethlehem shipyard is waiting for you. Go to any one of the Bethlehem or United States Employment Service offices listed below to learn what you can do to help yourself and your country. Interviewers will explain to you fully the types of jobs open, pay-scales and working hours. If you are now employed in essential industry, a release is necessary.

Baltimore Area

Shipbuilding Division Employment Offices
Howard and Lombard Streets, Baltimore, Md.
3811 Eastern Avenue, Baltimore, Md.

U.S.E.S. Offices
39 Hopkins Place, Baltimore, Md.

**SHIPBUILDING DIVISION
EMPLOYMENT OFFICES**

U.S.E.S. offices

New York Area

Shipbuilding Division Employment Offices
102 Chambers Street, New York City

U.S.E.S. Offices
87 Madison Avenue, New York City
165 Joralemon Street, Brooklyn, N. Y.
86 River Street, Hoboken, N. J.
25 Hyatt Street, St. George, Staten Island, N. Y.
or
102 Chambers Street, New York City

**SHIPBUILDING DIVISION
EMPLOYMENT OFFICES**

*U.S.E.S.
offices*

Boston Area

Shipbuilding Division Employment Offices
249 Marginal Street, East Boston, Mass.
97 East Howard Street, Quincy, Mass.
Lincoln Street or route 3A, Hingham, Mass.

U.S.E.S. Offices
9 Beacon Street, Boston, Mass.
13 Temple Street, Quincy, Mass.

**SHIPBUILDING DIVISION
EMPLOYMENT OFFICES**

U.S.E.S. offices

Bethlehem Steel Company, Shipbuilding Division, is the world's largest shipbuilding and repair organization.

Scores of fighting ships, from small landing craft to the mighty battleship "Massachusetts", have gone from Bethlehem yards to play a part in this global conflict. Scores more will be needed to defeat the enemy.

Bethlehem-built cargo ships and tankers by the hundreds form vital links in the bridge of ships over which our men and materiel are moving to all of the battlefronts. But more vessels of these types are needed.

Employees of Bethlehem ship repair yards are backing up our men in the front lines. More than 30,000 vessels have been serviced, repaired and converted in these yards during the war. Many ships on the high seas today were "reborn" in Bethlehem yards after suffering extensive damage from enemy action. Giant superliners, including many of the famous pre-war luxury liners, are maintained in service by these yards. And Bethlehem employees have helped to give our country the most highly specialized fleet of auxiliary army and navy vessels by converting scores of ships into troop carriers, hospital ships, aircraft carriers and many other types of urgently needed craft.

When you are an employee of Bethlehem you can be certain that you are performing a vital service on behalf of our fighting men and making a direct contribution to the war effort of our country.

In the shipbuilding and repair yards there are many kinds of jobs—a job for every man who wants to do his part—a job for YOU. As an employee of Bethlehem you will enjoy good pay and good working conditions and you will be given an opportunity to train for advancement—for a better future.

The job in the nation's shipyards is far from finished. More ships are urgently needed . . . and it takes men to build and repair ships.

Admiral King and Admiral Land, representing the U. S. Navy and the Maritime Commission, have stressed the need for additional ships. And both have reported to the nation that there still is a big job to be done in America's shipyards . . . a bigger job than ever before.

Here is your chance to get directly behind our fighting forces and to aid your own future.

Help Speed Victory! Get Your Job in a Bethlehem shipyard!

HELP
SPEED VICTORY

Get your job
in a
Bethlehem Shipyard

LOCATIONS and ACTIVITIES of Yards of the Bethlehem Steel Company Shipbuilding Division

SAN FRANCISCO YARD
Shipbuilding & Ship Repair
BETHLEHEM-ALAMEDA YARD
Shipbuilding
ALAMEDA YARD
Ship Repair

SAN PEDRO YARD
Shipbuilding & Ship Repair

Boston Harbor

QUINCY YARD
Shipbuilding
BETHLEHEM-HINGHAM YARD
Shipbuilding
BOSTON YARDS
SIMPSON YARD
Ship Repair
ATLANTIC YARD
Ship Repair

New York Harbor

STATEN ISLAND YARD
Shipbuilding & Ship Repair
BROOKLYN 27TH ST YARD
Ship Repair
BROOKLYN 56TH ST YARD
Ship Repair
HOBOKEN YARD
Ship Repair

Baltimore Harbor

BETHLEHEM-SPARROWS POINT YARD
Shipbuilding
BETHLEHEM-FAIRFIELD YARD
Shipbuilding
BALTIMORE YARD
Ship Repair

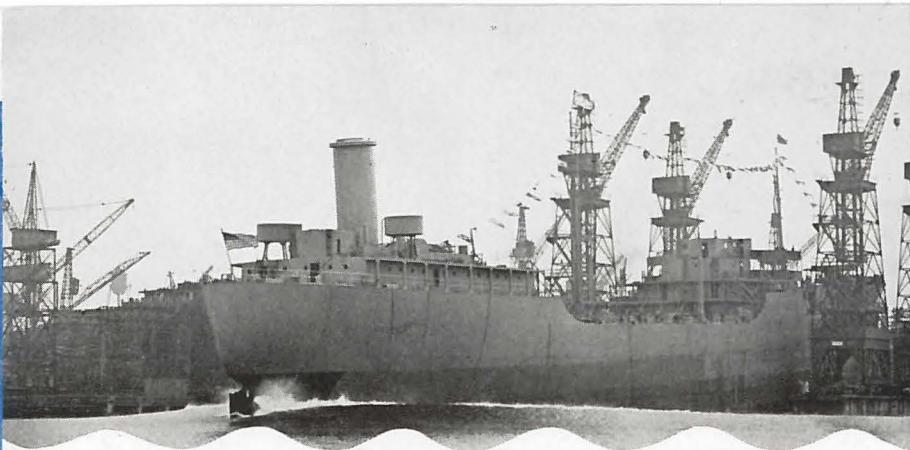
San Francisco Harbor

Los Angeles Harbor

Another li

A modern
ship are

Ar
en



Another link in the Bridge of Ships. Launching of the tanker "Sparrows Point."



A modern mold loft where the lines of a ship are drawn full size from blueprints.



Bolting up of plates prior to the actual riveting job.



Modern method of assembling bilge sections for ocean-going ships.



An airview of the Dundalk Housing Project. Here Bethlehem employees have comfortable homes . . . at moderate rentals.



A bulkhead section being lowered into position by a big traveling crane.

The Bethlehem - Sparrows Point yard's major war effort is devoted to the construction of tankers, cargo ships and other merchant vessels. Many of these ships have been converted into army and navy fleet auxiliaries. The yard has won the Maritime Commission's coveted "M" award for the excellence of its production. Although within easy commuting distance of Baltimore, Sparrows Point has facilities for the satisfactory housing of many families. Huge housing projects have been constructed in Dundalk and other nearby communities. Comfortable homes are available at moderate rentals. Schools and recreational facilities are within a few minutes walk of homes. The Bethlehem-Sparrows Point yard has unusually fine machine, fabricating, electrical and boiler shops and, therefore, offers excellent opportunities to craftsmen.

Sparrows Point Yard

Sparrows Point, Md.



Day and night the work goes on. Electric welding on a mast section for a 10,000-ton freighter.



Modernized, this French warship again has taken up the fight for liberty.

Baltimore Yard

Baltimore, Md.

The Baltimore yard actually consists of two plants. These units are among the best equipped in the United States and have done a great amount of important conversion work as well as repairs. They were selected to provide most of America's modern training ships for our expanding merchant marine. Long established, these units have facilities to handle both large and small vessels.

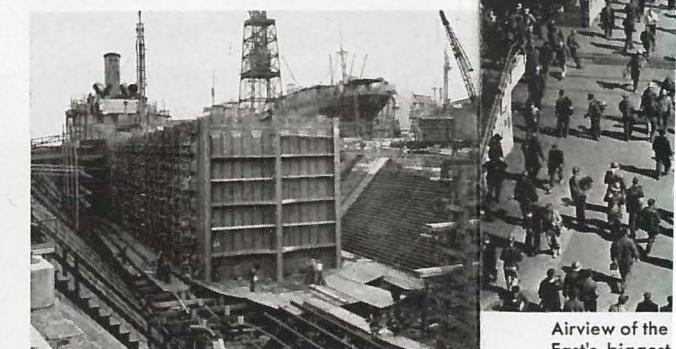


One of the large up-to-date drafting rooms in this busy repair yard.

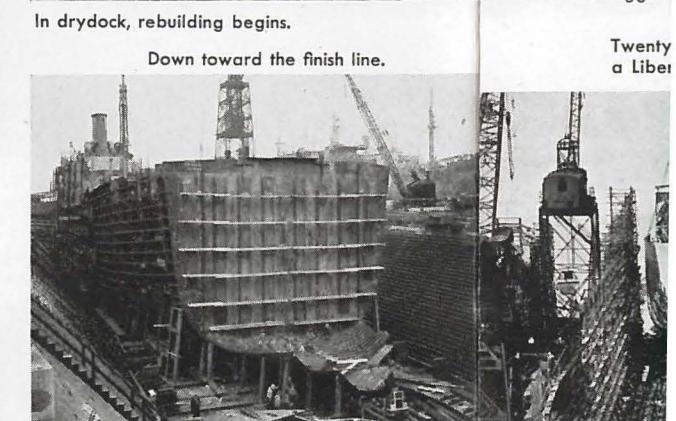
A general view of one of the Baltimore yards as a new day begins.



Torpedoed . . . and two-thirds gone.



Airview of the East's biggest



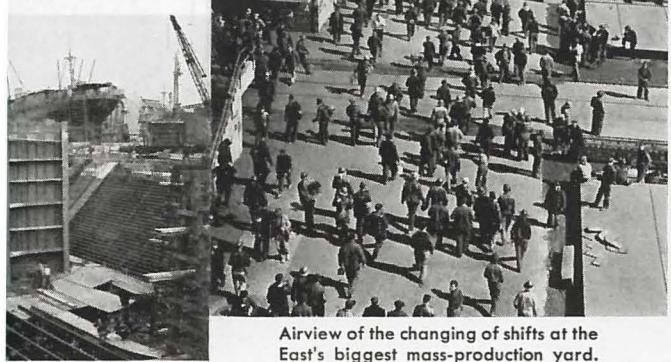
Twenty a Liber



A war-torn tanker is reborn.



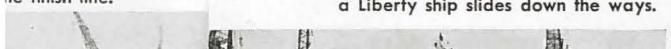
ds gone.



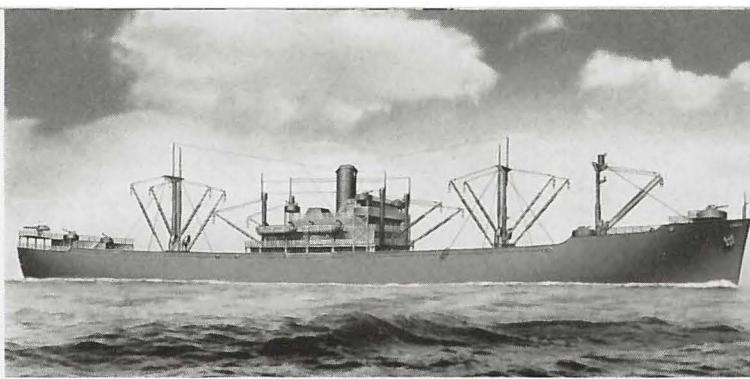
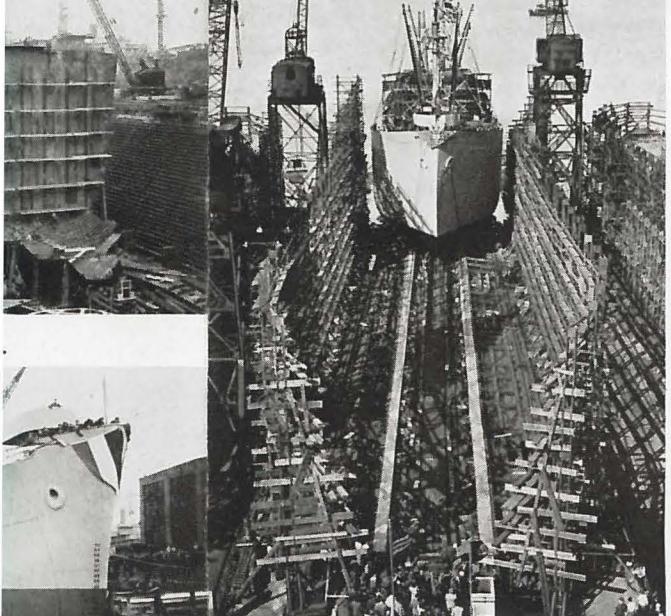
Airview of the changing of shifts at the East's biggest mass-production yard.

5.

he finish line.



Twenty-four days after keel-laying a Liberty ship slides down the ways.



Victory ship. War-born cargo vessel with a post-war future.



Construction is aided by this transparent model of a Victory ship.



Employees put the finishing touches on propellers for Liberty ships.



Launching of "Patrick Henry", first Liberty ship.

Fairfield Yard

Baltimore, Md.

The Bethlehem-Fairfield yard is located at Baltimore, Md. One of the nation's greatest mass-production shipbuilding units, this yard built the first Liberty ship, the "S.S. Patrick Henry," and holds the Maritime Commission's "M" award. A modern yard in every detail, Bethlehem-Fairfield has now embarked upon a large-scale program of constructing Victory ships. Its training facilities are among the finest in the country.



Burner

Dorothy Temple Williams, of Bethlehem-Hingham (Mass.) shipyard, is former Powers model.



Sheet metal handyman

Ex-hotelman Archibald Rae, of Bethlehem-Sparrows Point (Md.) shipyard.



Guard

Bernard McEntegart used to be an attorney, now works at Bethlehem's Brooklyn 56th Street repair yard.



Truck driver

Del B. Elliott, former film actor (*The Desert Song*), works at Bethlehem's San Francisco Yard.



Handyman electrician

James H. Del Gaudio, of Bethlehem's Quincy, Mass., shipyard, was formerly a butcher.



Welder

Janet Darnell was a sculptress, now helps to turn out fighting ships at Bethlehem's Staten Island (N. Y.) yard.

Bethlehe *a Job*

A job that will help you . . . a

A job that will give you

Go

Don't delay. Go now to the nearest booklet. Learn how YOU can

The wide variety of jobs available opportunity to **EVERY ONE**.

The people pictured here came from ALL are skilled employees of Be

Bethlehem has Job for You

Help you . . . and your country

give you **GOOD** pay
working conditions
opportunity

Now to the nearest office listed on page 2 of
arn how YOU can help the war effort.

ty of jobs available in the shipyards offers
VERY ONE.

ured here came from many walks of life . . .
employees of Bethlehem shipyards today.



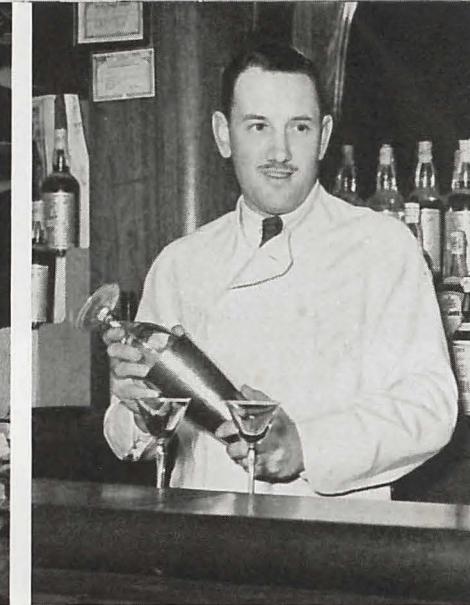
Rigger

Louis Scott (*Chief White Eagle*)
works at the Bethlehem ship repair
yard in Hoboken, N. J.



Sheet metal helper

Zena Saylor, at the Bethlehem-
Sparrows Point shipyard, is former
Kentucky salesgirl.



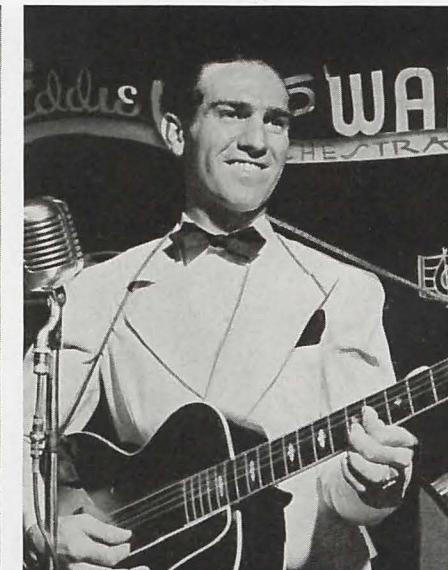
Machinist

Thomas C. Hayes, who now works
at the Brooklyn 27th Street ship
repair yard, used to be a bartender.



Layer-out

Mrs. Evelyn Johnson, Alameda
yard, one of thousands of Bethlehem
housewife-shipbuilders.



Burner leader

Lester J. Davis, of the Fairfield
yard, Baltimore, was dancer and
nightclub entertainer.

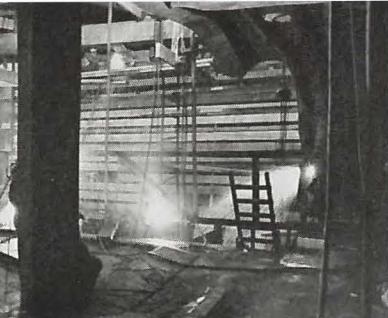


Welder

Frieda Adolph, a onetime soda
clerk, learned new trade at Beth-
lehem-Alameda (Calif.) yard.

Suggestions

Milk Shakes 20¢ 15¢
Malted Milk 75¢
Sundaes 15¢
Tangy Sundaes 20¢
Ice Cream Soda
Root Beer Float
Ice Cream, Ice Cream
Sandwiches
Hot Chocolate
Coffee or Milk



Welders and burners working on a war-damaged freighter.



Conversion of a former passenger ship into an army troop transport.



The huge anchor chain of a vessel in drydock is carefully removed.



Reblading of a turbine rotor in an up-to-date machine shop.



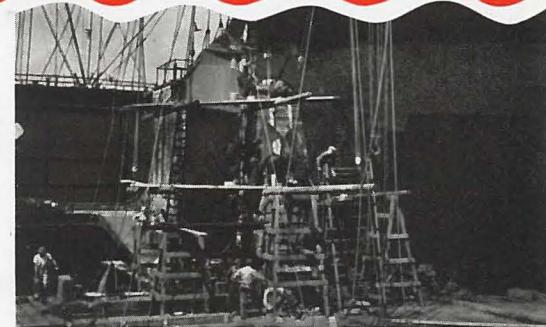
A com
after

Hoboken Yard

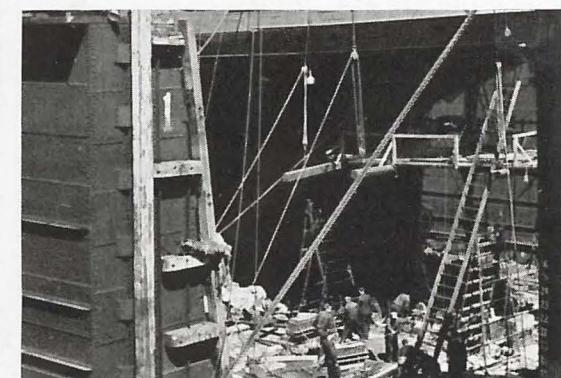
Hoboken, N.J.

Although in existence nearly a century, the Hoboken yard is one of the most modern and largest ship repair units in the country. It is famous for the high standard of its workmanship and has many fine shops. This yard has repaired many seriously damaged ships, has converted many vessels into highly specialized fleet auxiliaries and handles the servicing, repair, conversion and overhauling of most of the world's biggest ocean liners. It also has won an "M" award. Easily and quickly reached from midtown New York City, the Hoboken yard is still expanding. It, therefore, offers many fine opportunities to the prospective employee.

The interesting skyline of New York City forms the background for this cargo ship undergoing repairs following a collision.



Installation of a new propeller on a tanker in drydock.



Removal and renewal of the stern frame of a vessel in drydock.



One in the





A commemorative plaque is sunk after a record pier-building job.



Repairs to the propeller of a ship while the rudder gets a paint job.

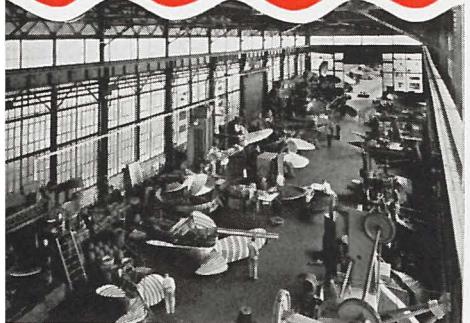


Men preparing electrical wiring for a rush order on landing craft.

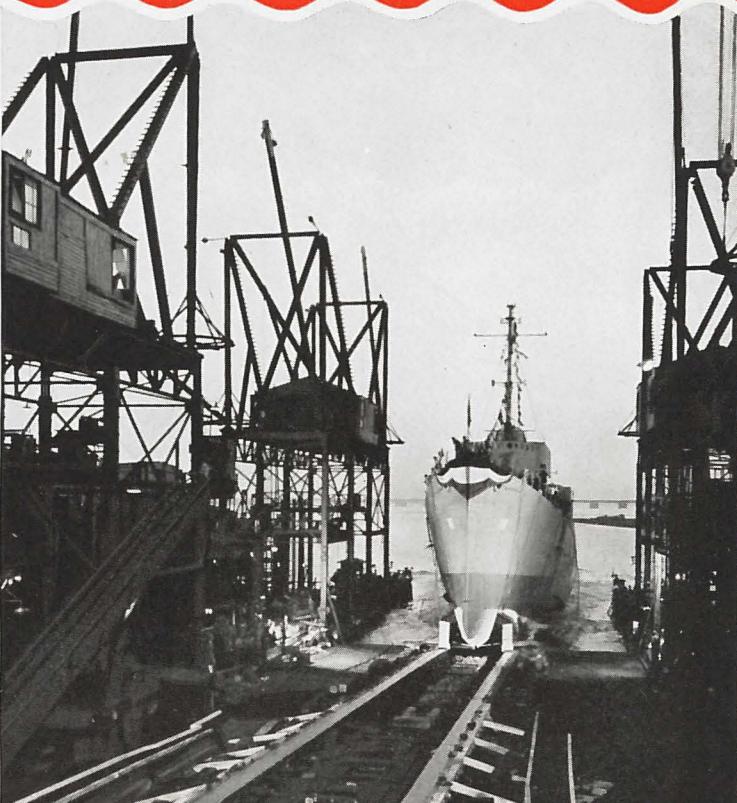


The hole in this torpedoed ship ran more than thirty feet high.

Staten Island Yard *Mariners Harbor, S.I., N.Y.*



One of the finest propeller shops in the country is located here.

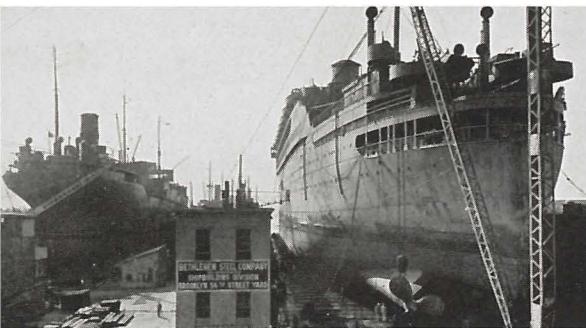


Newly launched speedy destroyers are fitted out in the wet basins.



Holder of the Navy "E", the Staten Island yard is a combination new construction and ship repair yard. Its facilities include many excellent shops, including one of the largest propeller manufacturing plants in the country. Although the principal effort at this yard is directed toward the building of destroyers for the Navy, it also has done important conversion work and a large volume of repairs. Many of the hard-hitting destroyers which have done such an outstanding job against the Japanese were built in this yard.

Launching of a 2,200-ton superdestroyer. Gun for gun and ton for ton these ships are rated the "fightingest" craft afloat.



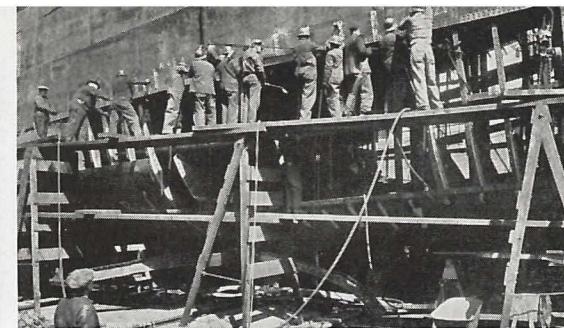
A twin-screw former passenger liner in drydock for conversion and repairs.



Smashed and torn by a collision the bow of this ship was replaced.



A cargo deck built on a tanker for carrying planes and tanks.



Many of the world's biggest liners come to Bethlehem yards for repairs.

Brooklyn 56th St. and 27th St. Yards

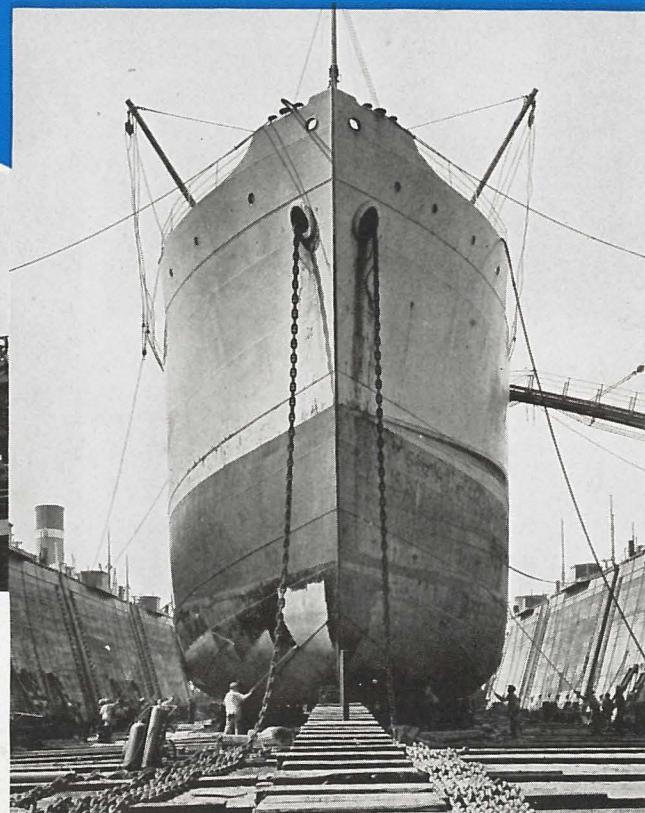
Brooklyn, N. Y.

In operation since 1885, the Brooklyn 56th Street yard is essentially a "big-ship" repair unit. Winner of the Maritime Commission "M", this yard has handled a large volume of ship repairs and has converted many merchant ships into special-purpose war vessels.

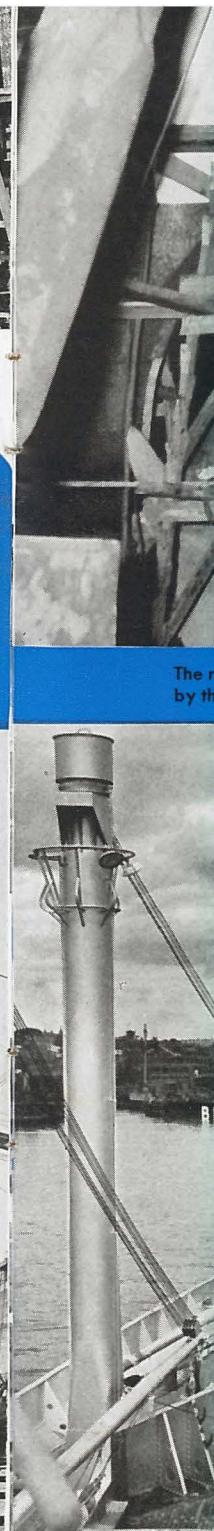
The Brooklyn 27th Street yard services a large part of the vast New York harbor fleet of tugs, barges, railroad car floats and lighters, and has done an important volume of repair work on merchant ships and completed some major conversion jobs.



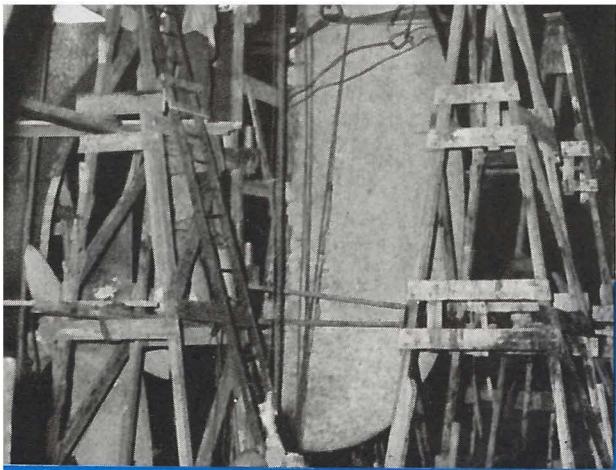
Most of the hospital ships now in use were converted in Bethlehem shipyards.



Norwegian ship in drydock for reconditioning gets a new coat of paint in addition to repairs.



The right side of a large ship, showing a tall mast and rigging.



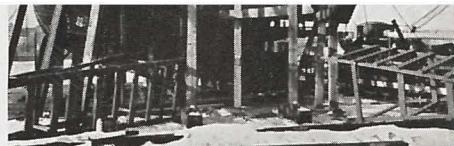
The rudder of a ship is shifted into position by the use of a sling and traveling cranes.



The stern of this cargo vessel was almost torn off by a torpedo.



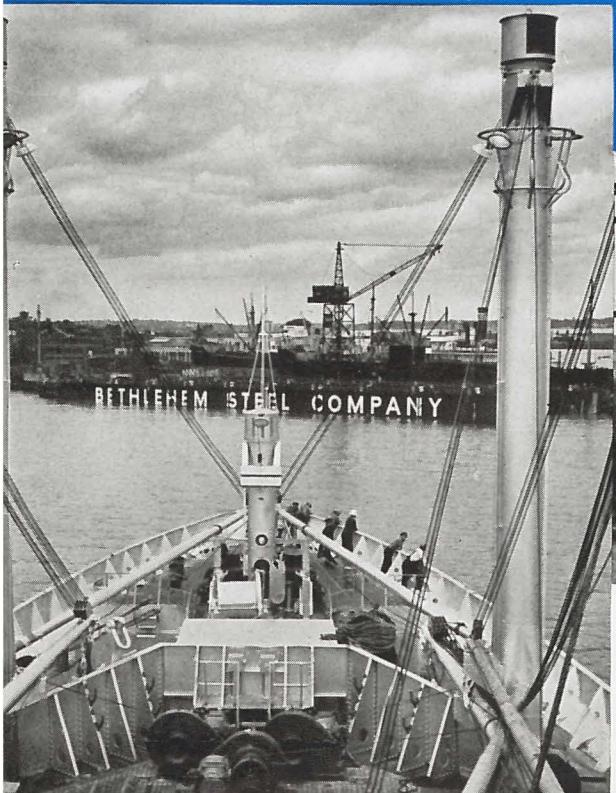
Part of the stern of this ship was blown into the sea by bombs.



Assembled section of a new stern almost ready to be "transplanted."

Boston Yards

East Boston, Mass.



The stern casting for a ship being repaired forms a circular frame for this busy worker.

A cargo ship moves into position prior to drydocking at one of the Boston yards.

The Boston yards consist of the Atlantic and Simpson ship repair units. Although about a mile apart, the two yards are operated as a single unit. Among the oldest shipyards in the country, the Atlantic and Simpson yards have modern facilities and have served as a vital restoration base for ships damaged in the Battle of the Atlantic. These units also have done a large amount of conversion work, including troop ships and hospital vessels. They have repaired some of the world's largest merchant ships and also played a big part in the conversion of the Boston fishing fleet into naval auxiliaries. Both are easily and quickly reached from mid-Boston.

Quincy Yard

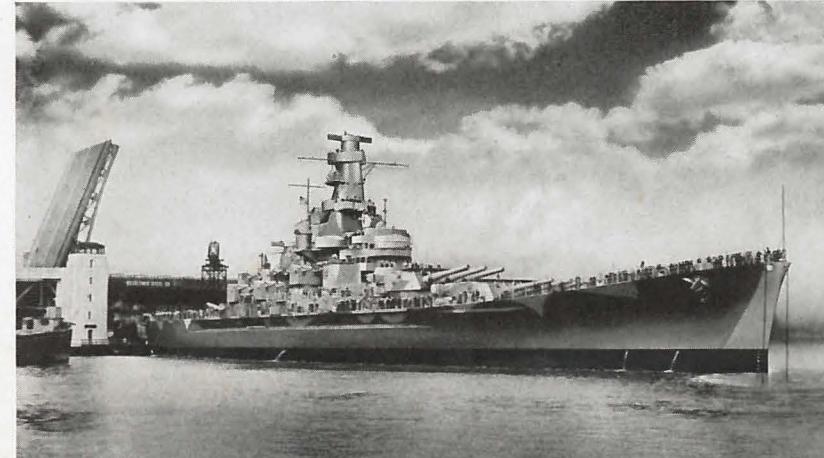
Quincy, Mass.

This yard has a long and distinguished record in the construction of naval and merchant vessels of all types. Many famous fighting ships have been built here, including the mighty battleship "Massachusetts" which played a major role in the allied invasion of North Africa. Aircraft carriers, light and heavy cruisers, destroyers, destroyer-escorts, tank landing ships and tankers are products of this big unit. The general design and engineering staffs of the Bethlehem Shipbuilding Division are located here. Boasting one of the finest turbine shops in the world, the Quincy yard also manufactures auxiliary equipment which is made available to other shipbuilding companies. The men and women employed at Quincy are proud of the Navy "E" which waves from the yard's flag-staff.

Admiral King "talks it over" on a visit to the Quincy yard.



The battleship "U. S. S. Massachusetts" was completed here long before schedule.



Weather and night do not halt the construction of mighty warships in these building ways.

Another ship goes down the ways to hasten the day of victory.



The Quincy yard is justly famous as the builder of many fighting ships.

Wearing safety glasses and gloves, a burner supervises a delicate job.



Thousands of skilled a



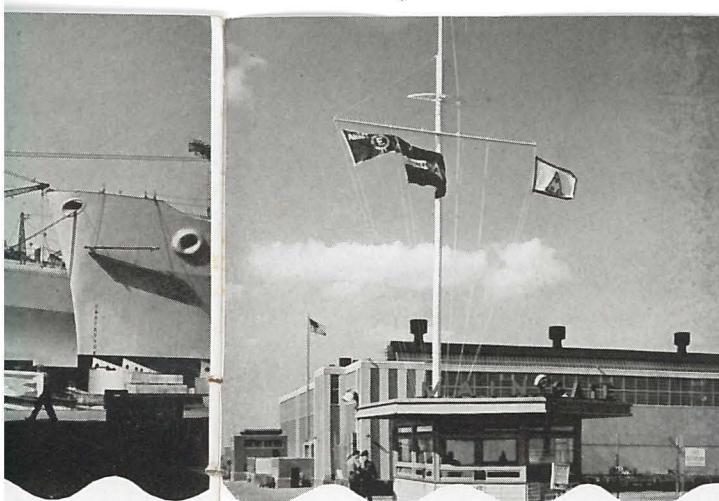
Landing c were bu

Mighty aircraft carriers built here are carrying the war to the enemy.



Hingham Yard

Hingham, Mass.



This yard has received many awards for the excellence of its production.

Thousands of women are employed here in skilled and unskilled categories.



built here
the enemy.



Landing craft used by our soldiers were built in great numbers here.



Destroyer-escorts built at the Hingham yard played a big part in eliminating the U-Boat menace.

Women are trained in many skills by modern aptitude methods.



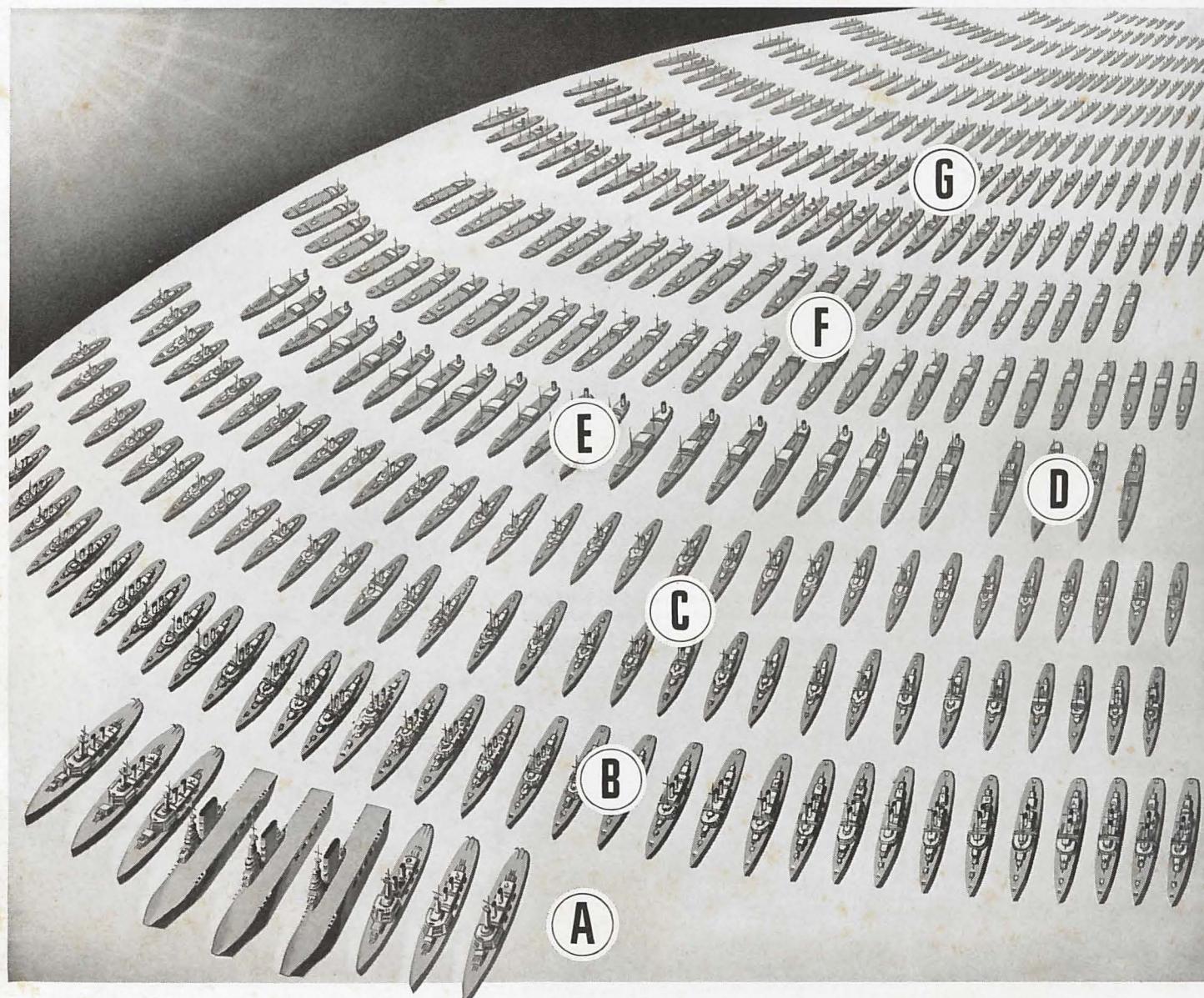
"Backing the attack," these women assemble sections of fighting ships.



Destroyer-escorts at fitting-out docks are rushed to completion to take their part in the battle against enemy undersea boats.

A new "model" plant, the Hingham yard already has won fame because of the big part its destroyer-escorts have played in beating the enemy U-boat menace. Holder of the Army and Navy "E", this yard is the largest of the destroyer-escort units and was designated by the Navy as the "leading yard" for many others in the matter of design and engineering. Infantry landing craft and other types of special war-purpose ships have moved out of this mass-production unit in large numbers. The Hingham yard has especially fine facilities and provides excellent working conditions.

Ships-for-Victory *Built by Bethlehem*



J. Porter Shaw Library
San Francisco Maritime
National Historical Park

Bethlehem's wartime
shipbuilding program
includes more than
1,000 ocean-going
ships

★
In 1943 alone a fleet of 380
fighting and cargo ships was
built. Equivalent in value to
1,000 Liberty ships,
they comprised:

- A** 3 Aircraft Carriers
and 6 Cruisers
- B** 37 Destroyers
- C** 64 Destroyer Escorts
- D** 4 Cargo Ships
- E** 20 Tankers
- F** 54 Landing Ships
- G** 192 Liberty Ships